

YES! ..ON QUESTION #1 STOP THE WIDENING REGISTER & VOTE ON TUES. NOV. 5TH



LABOR RECORD



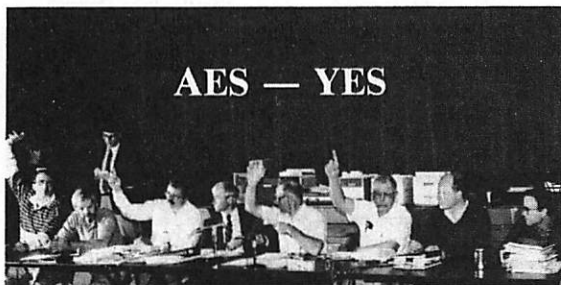
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OCT/NOV '91

OFFICIAL UNION NEWSPAPER FOR MAINE STATE BUILDING & CONSTRUCTION TRADES COUNCIL, AFL-CIO



AES — YES

The final 4-3 vote by the Bucksport Planning Board in support of the Applied Energy Services (AES) application for a 18 megawatt co-generation plant occurred at 2 A.M. on Oct. 17th at the conclusions of the last of 13 public hearings. See model of plant on page 12.

THANKS LABOR!!!

AES FOR ME

After 13 exhaustive public hearings with a strong show of union support, the Bucksport Planning Board, in the early hours of October 17, gave AES the go-ahead to build its \$309 million cogeneration coal-fired plant in Maine. The Board's 4-3 vote — after nearly seven hours of deliberation — means that AES has passed a major hurdle toward beginning construction of a project which will create

continued on page 3

Solidary And Political Activism

by Charles O'Leary
President, ME AFL-CIO

All of us in the labor movement are familiar with the word "solidarity" — it has a long history and has become the symbol of our willingness to stand up for our rights and of the need to stand shoulder to shoulder as we seek a better life for all working men and women and their families.

But the events of recent years have begun to teach us the importance of a new word "activism". We have learned that rights, such as the right to strike, that exist only on paper have little or no value. We have learned that laws to protect our safety and laws to provide compensation for injury or unemployment benefits have little value when their practical application is destroyed in the courts, in the legislatures and in Congress.

I don't need to talk to fellow unionists about the importance and value of organizing and bargaining. I do need to talk to all brothers and sisters about the importance of political and social activism.

continued on page 2

STOP THE TURNPIKE WIDENING

☒ **Vote YES for Sensible Transportation Policy**

Question 1. Do you favor the changes in Maine law concerning deauthorizing the widening of the Maine Turnpike and establishing transportation policy proposed by citizen petition?

This initiative raises many questions that are important to the Labor Community and need to be addressed in order for voters to cast an intelligent vote on November 5th. The Campaign for Sensible Transportation has posed the following questions and answers.

Do we need to widen the Maine Turnpike?

No. Last year, according to the Turnpike Authority, congestion exceeded the highway's capacity for only 17 hours. When the legislature approved the widening in 1987, the Turnpike Authority claimed that the road would be congested for 50 hours this year and 120 hours next year. The hours of congestion have

actually been going down. They also claimed the traffic would increase at 5.5 to 6.5%. It actually increased 1 to 2%.

Is there a safety problem on the turnpike?

No. The turnpike is already one of the safest roads in Maine. The

continued on page 2

Why Labor Should Support the Turnpike Referendum

VOTE YES ON NOVEMBER 5. Vote against the \$100 million widening of the Maine Turnpike. Vote for a sensible transportation policy that helps all of the State of Maine.

We support the referendum because:

1. It is good transportation policy.

The Maine Turnpike widening is not needed and certainly is not the highest transportation priority in the State of Maine. All parts of the State, not just the stretch between York and Portland, and not just one road, the Turnpike, should be considered and prioritized before spending \$100 million of public money. There are many needs in many other areas in the State of Maine that are more immediate and critical than spending a \$100 million on the turnpike widening.

2. The referendum is good public policy.

For too many years, the Maine Turnpike Authority and the State Department of Transportation have determined the priority of transportation projects without adequate input from citizens throughout the State. This must be changed. This is our chance as Maine citizens to have a real voice in Maine transportation policy, both on the Maine Turnpike, and on other road construction and repair jobs.

3. Good labor policy.

For over 30 years, the Maine Turnpike Authority and the Maine DOT have in effect had an exclusive, non-union or anti-union construction policy. Wages have generally been low; fringe benefits including family health care has usually been non-existent, and yet Maine highway construction costs are high. This has meant huge and unwarranted profits for anti-worker/anti-union contractors who pay low wages and often do not provide fringe benefits for their workers. Indeed, non-union, low wage, no fringe benefit contractors, who have grown fat on highway contracts, have used their profits from highway contracts to expand into other areas of construction, where they have brought their anti-worker, anti-union, low wage and no fringe benefit policy. This has harmed not only the Building Trades workers, but papermill workers, shipbuilders and public employees.

Maine's number one STRIKEBREAKER Cianbro is Maine's number one highway contractors. Think about it!

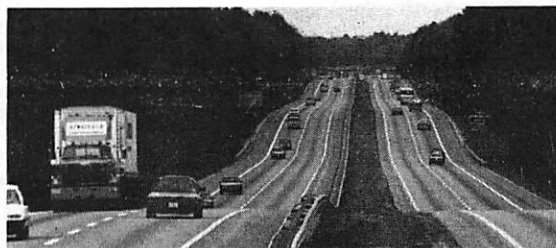
Low wages and no or low fringe benefits for private sector highway construction workers harm public employees including DOT workers, who have decent wages and good fringe benefits, by encouraging subcontracting out of highway maintenance projects, which could be performed by Maine DOT workers who are union members and receive adequate wages and decent fringe benefits.

Stand up for yourself, and for the State of Maine with a sensible transportation policy.

Vote YES on November 5th for a sensible transportation policy.

MAINE BUILDING TRADES COUNCIL,
AFL-CIO

Which of these Maine roads needs immediate attention?



This section of the Maine Turnpike is scheduled for a \$100 million widening.



This section of Route 17, one of two major tourist routes to the Rangely Lakes, is not scheduled for any repairs in the 1992-1993 MDOT budget. Boise Cascade workers who use the road regularly say "In the spring the frost heaves are deep enough to swallow a Volkswagen." Photos & captions courtesy of Natural Resource Council of Maine.

There's Good News Down Road for Organized Labor

Recent news about planned industrial purchasing renovations and construction amounting to nearly a billion dollars in Greater Millinocket, Bucksport and Windham should bode well for Organized labor during the next 5 years.

Bowater, Inc. of Darien, Conn., the largest producer of newsprint in the U.S. plans to invest more than \$600 million by 1997 to purchase 80% of Great Northern Paper Inc's holdings from Georgia-Pacific Corp. \$300 million will be for the mills in Millinocket and East Millinocket, the Pinkham Lumber Co. in Ashland, plus 2.1 million acres of timberland and GN's hydroelectric facilities. Another \$37

million will be used to build a facility to recycle newsprint and telephone directory paper, \$200 million for a modern pulping and bleaching system to replace the current outdated wood-pulping system, and \$350 million either convert an existin machine to a coated paper machine or possibly to purchase a new coated paper machine.

While much depends on the economy, Bowater has a good reputation for responsible and progressive management of its 3 other mills and woodlands. Bowater has a better reputation for labor relations than G-P, so Maine's Unions have reason to be cautiously optimistic.

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STOP THE TURNPIKE WIDENING

☒ **Vote YES for Sensible Transportation Policy**

30-mile section scheduled for widening actually has fewer accidents than the rest of our four-lane highways in Maine. In 1988 and 1989, only 2.5% occurred during the congested periods, with no fatalities. The accident rate is about half of what the Turnpike Authority projected.

The real safety problem in Maine are on the rest of our 8,200-miles of roads around the state.

Won't the widening create jobs?

Spending \$100 million on any road project will create jobs. By transferring turnpike funds to other roads and bridges statewide, we can create as many, or more, local jobs. This means more local contracts that stimulate local economies throughout Maine, instead of only one area. This means more opportunity for union jobs near your home.

Who is promoting the widening and why?

The biggest supporters of the project are the Turnpike Authority itself, the Maine Department of Transportation, highway contractors throughout New England, and the trucking industry.

Nearly 90% of the money for the political action committee supporting the widening has come from highway builders, according to campaign finance reports. (The sand and gravel crowd.)

Who is promoting the referendum?

Over 35 civic, grassroots and environmental organizations in Maine have joined together to stop this project and to establish a policy to avoid similar unnecessary boondoggles in the future.

The groups include the Natural Resources Council of Maine, the League of Women Voters, the Maine Peoples Alliance, the Maine Public Health Association, the Maine Audubon Society, the Maine Transportation Coalition, the Maine Group of the Sierra Club and the Maine State Building & Construction Trades Council.

On Election day last November 1,100 volunteers collected nearly 80,000 signatures to put the issue

to a vote. Since then, thousands of Maine people have contributed or joined the effort as volunteers.

What effect will the sensible transportation policy have on other roads in Maine?

By transferring surplus funds from the turnpike, we'll be able to more quickly repair the hundreds of roads and bridges around the state that need attention. The legislation says:

"Substantial portions of the state highway system are in disrepair and improvements to the State's roads and bridges are necessary to provide a safe, efficient, and adequate transportation network throughout the State."

Will this initiative stop or delay hundreds of projects around the state, as pro-wideners claim?

No. The policy will have little or no effect on regular repair and maintenance, or safety improvements that don't involve new lanes. It only requires that reasonable alternatives to pavement be evaluated for road projects that increase highway capacity. Generally, this means new roads, new lanes and new or expanded bridges. Here is what the legislation actually says.

"Reasonable transportation alternatives (must) be evaluated for all significant highway construction or reconstruction projects... before increasing highway capacity through road building activities."

Will some projects be delayed?

They shouldn't be. By working with the public instead of against it, highway planners around the country are not only building better projects, but building them with fewer delays and at less cost.

When will the law go into effect?

The turnpike widening will stop immediately. Surplus funds already collected for the widening will then be transferred to the state's highway fund for road and bridge projects statewide. The Department of Transportation will have a year to develop rules to implement the new transportation policy. All interested parties, including highway contractors, citizens and officials can participate in the rule-making.

Is the turnpike widening an isolated problem?

No. Throughout the state, expensive new roads and wider roads seem to be the first and only option considered to manage congestion. Saving money, involving the public, finding creative solutions to congestion problems and preserving Maine's heritage seem to be at the bottom of the list.

What can I do to help?

Contribute and volunteer. This is a grassroots campaign involving thousands of Maine people around the state. We are fighting against powerful special interests and entrenched bureaucrats.

The pro-pavement forces are spending hundreds of thousands of dollars, possibly millions before it's over, to mislead and confuse the voters.

Our only weapons are truth...and people talking to people, in very town and county of Maine.

Your YES vote will ensure the wise use of Maine's financial and environmental resources and to preserve our heritage for future generations. To find out how you can help in your community — call 774-5429 TODAY!

You Don't Say...

We warmly welcome "letters to the Editor" to be published in the Labor Record. Because of space constraints, we often shorten letters. Those not published cannot be directly acknowledged, but we value the interest and comment of our membership, advertisers, readers, and friends.

Letters should be legible and include your name, home address and telephone number. Please mail to *You Don't Say...* Labor Record, P.O. Box 1523, Windham, ME 04062.

Solidarity And Political Activism

Samuel Gomers said it well many years ago when he talked about rewarding friends and defeating enemies. The simple fact of the matter is that being active in our locals and internationals is not enough. If we expect fairness, dignity and safety in the workplace; if we expect to prevent the hiring of permanent replacement workers; if we expect social progress on issues such as national health care, family and medical leave and unemployment compensation; if we expect to receive some measure of justice for workplace injuries - we must fight and win the political battle. We must seat friends of labor in positions of political power at every level of government.

The political battle will not be won by watching television and reading polls. We must give of our time, our money, our experience and our dedicated effort. We must become political activists.

Can we be effective? Of course we can. We already have removed a number of anti-labor politicians from office — most recently in Biddeford where a labor coalition helped defeat an entire administration bent on hiring a self-declared union buster as a "negotiator". We have helped put in legislative office an impressive group of pro-labor legislators. We have assisted in the election of pro-labor members of Congress from Maine.

But what we have accomplished is not enough. We can start on November 5th this year by voting



"yes" on Question #2 in support of a bond issue that will help alleviate dangerous working conditions for our brothers and sisters who work in Maine's correctional facilities; and by voting "yes" on Question #9, the constitutional amendment that will help protect the funds in the Maine State Retirement System. Both questions have the full endorsement of the Maine AFL-CIO.

As we go into the year ahead we must take full advantage of the opportunity to become activists in the legislative, congressional and presidential elections. The voice of labor can and will be heard. Our state and nation can be set on a course that recognizes the needs of working men and women. I urge you to vote Tuesday, November 5. I urge you to become a political activist in the important year ahead.

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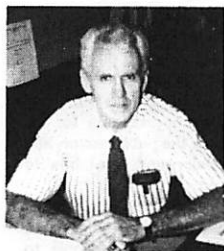
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U.A. Local 217 Plumbers & Pipefitters

Frank Joyce, B/M

Well, its official! Burns and Roe will be doing the shutdown at Maine Yankee as well as the piping on the generator. Its been 10 years since we have done a shutdown at M.Y., so its up to us to make sure Local 217 members perform up to their capacity so we can secure the work in the future.

Northeast Papermill Services (NPS) will be setting the equipment for the generator with about six 217 members. Burns & Roe will follow up with the piping. The shutdown is supposed to start in February, 1992, but we'll have men working there by this November.

Our Local and Local 669 Sprinklerfitters co-sponsored the N.E. Pipe Trades Convention in

Portland at the Sonesta Hotel on Oct. 19 & 20. We want to express our appreciation for all the volunteer help in making it a huge success.

Our sympathy goes out to the family and friends of Brother Richard Speirs who passed away unexpectedly. As everyone who knew him will miss his good natured ribbing. The last time I worked with Dick was in 1980 at M.Y. Something happened on the job and everytime I saw him after that he would remind me of it with a "good natured jab." Dick will be missed by all.

A reminder to vote "YES" on Question 1 on Nov. 5th.



New England Pipe Trades Convention was held in Portland at the Sonesta Hotel on October 19 & 20. It was co-sponsored by UA Local 217 Plumbers & Pipefitters and UA Local 669 Sprinklerfitters.

Giving the welcoming address was Portland City Councilor, Charlie Harlow on behalf of the City Mayor. Also, other local guest speakers were Joe Brennan, former Governor and Congressman and Pat McTeague, legal counsel for the Maine AFL-CIO and Maine Building Trades Council. Speakers representing the UA International were Bill Baynes, Assistant to the General President; Frank LaBlanca, UA Training Dept.; and Phil Kerr, Int. Rep.

The Convention was a huge success and the City of Portland was highly praised for its accommodations and hospitality.

Officials Shown (L-R) are Rick Cooke, Delegate; Bill Baynes, Asst. to Gen. Pres.; Frank Joyce, B/M L-217; Dick Williams, B/M L-783; Dave Savage, B/M L-321; and President of Me. Building Trades Council; and Phil Kerr, Int. Rep. Missing from photo was Ken Foget, B/M Sprinklerfitters L-669.

AES FOR ME

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an average of 770 jobs during the three-years of construction, and 60 full-time permanent jobs once the plant is in operation.

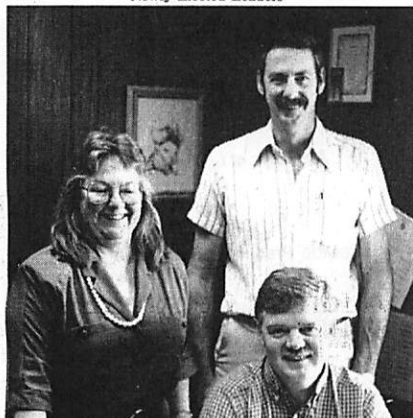
In addition to providing jobs for Maine people, the AES project will boost the state's economy by nearly \$1 billion. Over its projected 30-year life, the AES plant will pay taxes and wages, purchase goods and services, and create considerable new "spin-off" businesses within the region and state. This all comes at a time when Maine is "ranked dead last" in income growth among the 50 states and Governor McKernan is warning towns and cities across Maine to prepare for the "very, very unpleasant consequences of state budget reductions and cutbacks in municipal revenue-sharing funds."

According to AES community representative Cheryl Marsh, the company looks forward to working together with the citizens of Bucksport, business and labor in moving ahead to the next step in the permitting process. "The turnout from labor during the Bucksport Planning Board hearings has been outstanding," said Marsh. "It is clear that union support made a significant impact during these proceedings."

Marsh added that AES is also seeking permits from the Maine Department of Environmental Protection (DEP), the U.S. Army Corps of Engineers, and the U.S. Environmental Protection Agency (EPA). If the company is granted final permits, construction is slated for some time next year.

BUCKSPORT VOTERS — Don't forget to vote yes on the referendum question to build the AES plant in town — Election Day November 5th.

Newly Elected Leaders



New leadership for IBEW Local 2327 was recently elected to head the telephone co. union. Shown (seated) is David Paul, Business Manager and (standing) are his two assistant business managers, Candice Hogan and Dennis Libby.



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Labor Department Honors its Employees

Recognizing the outstanding performance of state employees, Labor Commissioner Charles A. Morrison hosted an awards ceremony for central offices of the Department recently.

Receiving the "Employee of the Year" award was Richard Lewis from Gardiner, who is a Supervisor of Printing Operations for the Office of Administrative Services in Augusta. Lewis was chosen for his "consistent production of top quality products and his willingness to assist and accommodate coworkers cheerfully."

Seat Belt Law Raised to 19

As of October 8, 1991, the use of safety belts or child safety seats in motor vehicles equipped with belts will be mandatory for all persons 4 to 19 years of age. (Previously, the law applied to people 4 to 16 years of age.) See Title 19 MRSA § 1368-C.

Fine Raised for Seat Belt Law 2nd Violation

The fine for a second or subsequent violation of the seat belt law, which applies to persons 4 to 19 years, will change from \$50 to \$200.00 as of October 8, 1991. Initial violations remains at \$25.00. See Title 29 MRSA § 1368-C.

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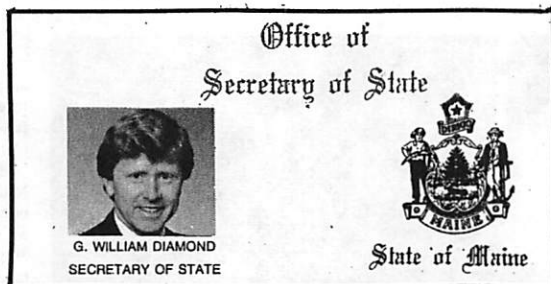
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For some time now, observers of our nation's political process have noted the declining level of participation among young people in the area of voting and other civic activities. Since ratification of the 26th Amendment to the Constitution extended voting rights to all 18 to 20 year old Americans in 1971, the percentage of young people casting a ballot at election time has declined dramatically. Many political pundits have long lamented these facts and countless socio-political scholars have debated their causes at length. Too seldom, however, has energy been directed at turning this troubling situation around. Debating issues is important, but using information and theories to actively address problems is of critical importance. Talk is necessary, but it must lead to action.

This fall, as we commemorate the 20 years since the 26th Amendment



"Getting Our Youth Involved in Civic Life"

was added to the Constitution, my office is planning a program to reach out to Maine's high school students and attempt to foster an enhanced interest in civic life. A recent study by the non-profit Kettering Foundation concluded that Americans, young and old, would be more apt to get involved in civic

activity if they believed that their efforts were truly valuable and that they could indeed make a difference. Our high school project will be designed to show youngsters how to get involved in their community and in our democratic process, and how that involvement can and will make a real difference.

We hope to institute a "youth vote" program as part of this effort in order to offer voter registration assistance to those eligible. We know that about 70 percent of our younger citizens will vote in national elections if they're registered, so it's essential that we provide the opportunity to register in the classroom.

Beyond this, we will be conducting a "mock election" as we did last year as a means of demonstrating what it's actually like to vote. Once registered, first-time voters need to know that casting a ballot is not a difficult process. The mock vote is one way to make this point.

In addition to these registration/voting components, we plan to establish a speakers bureau to bring government officials and community leaders into schools. It is important for young people to hear from those who make decisions about the

issues confronting their towns and cities, as well as Maine and the nation. By being able to put faces on government leaders and community activists, young people will likely gain a better appreciation for the work done in the public sector, and a better understanding of how to get involved.

Additionally, we will be offering state government internships in an effort to bring young people to Augusta to experience the operations of government, and to learn first-hand how they can influence the workings of their government. It is essential that we understand how the governing process works and that we attempt to participate in this process.

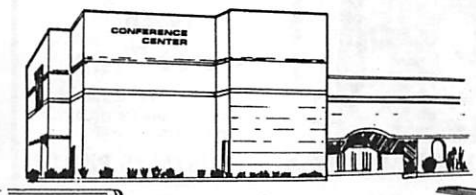
Conducted at virtually no expense to state government, this project will begin later in the school year. Some of the ideas outlined above will work, others may not,

continued on page 6

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Local 567



Milton McBreairty, B/M

Referendum Question 1 pertaining the widening of the Maine Turnpike is one of the most important issues facing the voters in our state this fall and is probably the most important issue for union tradesmen. The Maine State Building Trades has taken the position of opposing the widening of the turnpike. If the turnpike is to be widened, it is almost certain that the work would be non-union. Therefore, when you go to the polls in November, vote YES on Question 1.

The Veterans Day and Thanksgiving holidays are soon approaching. The work situation in our state, increased taxes, and the overall burden on the working men and women should reinforce our dedication to union beliefs and goals. Although it might be hard for our unemployed union brothers and sisters to find things to be thankful for, rest assured that commitment to the union way of life will help us through these trying times.

Burns & Roe has been awarded the electrical and mechanical contracts for the replacement of the main turbine generator at Maine Yankee. The refueling scheduled in February and other maintenance jobs should brighten our work picture during the first quarter of the new year. The Bowater, Inc. buyout of Georgia-Pacific at the Millinocket mills seems to be another encouraging sign for future employment and stability for the present employees at those facilities.

Please have a safe and wholesome holiday.

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The third Democratic Presidential Candidate to visit Maine was U.S. Senator Bob Kerrey of Nebraska. He is shown on left speaking with Maine's Secretary of State, Bill Diamond, who introduced Sen. Kerrey at a recent noontime rally in Monument Square, Portland. Diamond has agreed to chair Sen. Kerrey's presidential campaign in Maine.

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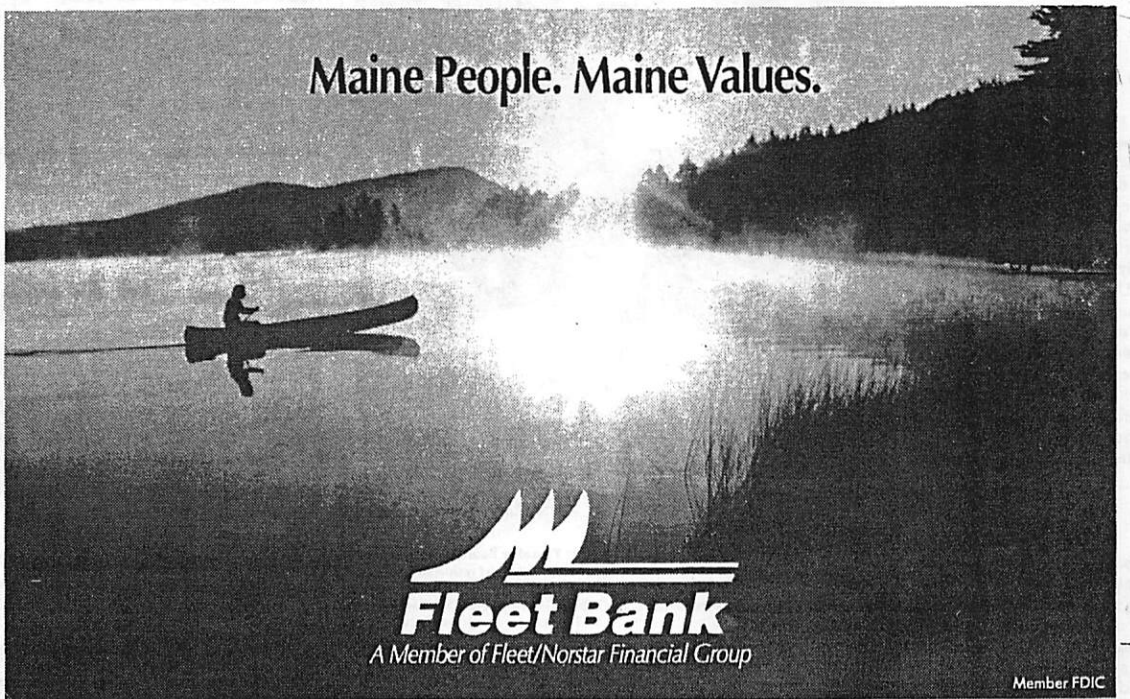


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Maine's Senators Supported Family & Medical Leave Act

by Senator George Mitchell
Majority Leader U.S. Senate

The Senate has recently approved legislation to provide basic job protection for working Americans during times of childbirth and family illness. This legislation, the Family and Medical Leave Act marks an important step toward ensuring that our policies reflect the changing composition of our workforce.

Throughout the past decade, this nation has witnessed an ever increasing number of women in the workforce. Many of these women have very young children. Many seek to rejoin the workforce shortly after the birth of their children.

More Women Working Today

The number of women working today is greater than ever before. Many of these women are working out of necessity. They need to work to raise their family's income to a level that will allow them to feed their children, make their rent or mortgage commitments, car payments and provide other basic necessities.

An increasing number of women are single parents who have no other option. The must work to provide for their family. But, the fact remains that fully 65 percent of married women are also in the workforce.

Act Provides Choice

We ought not to force women to choose between their jobs and their families. Too many women have been forced to make a painful choice between the economic imperative of working to supplement their families' income and the anxiety of caring for a seriously ill child. Too many women have to make that choice. It is unfair to them.

Too many women have had no job to return to after recuperating from the birth of their child.

The Family and Medical Leave Act is an important bill for American women. It will offer women equal economic opportunity.

Act Provides Unpaid Leave

The Family and Medical Leave Act would provide unpaid leave. Unpaid leave for birth, adoption, or care of a sick child. It would also provide unpaid leave for an employee's own serious medical illness or to care for an employee's seriously ill parent.

The United States is the only major industrialized country without a family or medical leave policy. In fact, most other industrialized countries provide some type of paid leave. But we are not talking about paid leave here, we are simply talking about unpaid leave, with the guarantee of a job to which to return.

Act Protects Jobs

Protecting jobs for those who must take leave to care for their families in times of crisis is not unreasonable. It is humane. Protecting jobs for those individuals who become seriously ill is not unreasonable. It is humane, reasonable and fair.

Enactment of a family leave law will not alleviate the stress a family feels when faced with a serious illness of a parent or child or, the loss in earnings when a family member takes leave. But it will alleviate the stress they feel when there is no job to which to return.

Job protection during times of childbirth and family illness ought to be one of the most basic rights for working Americans. Especially now with the economy in recession, job protection is even more impor-



Sen. George J. Mitchell

tant to the stability of American families. This is a family measure for American families.

To know that a worker has the flexibility to take care of a new born child or take care of an ailing parent without the fear of losing a job ought not be remarkable. It ought to be a matter of course.

Enactment of a family leave law will provide a basic assurance of job security for women and men during times of crisis. A number of states, including Maine, have already enacted such policies. It is now time for the federal government to take action as well.

by Senator Bill Cohen

Every working person knows the daily struggle to balance demands of employers and families. And every worker knows how much more difficult that balancing act becomes when it's complicated by joyous events such as births or trying circumstances such as family illnesses.

We in the Senate addressed this issue recently during consideration of the Family and Medical Leave Act (S.5). This legislation, which the Senate passed and which I supported, would give workers greater flexibility to take time off from their jobs to receive vital medical attention or to provide child, elder or spousal care.

Specifically, the measure would grant an employee up to 12 weeks of unpaid, job-protected leave each year for the birth or adoption of a child, treatment of a serious illness or to care for a sick child, spouse or parent. To qualify for the leave, the employee would have to have been on the job for at least a year, working at least 25 hours a week. During their unpaid leave, employees would still receive company health benefits.

Under the bill, employers would not be required to offer unpaid leaves to the highest paid 10 percent of their workforce and could ask any employee to use his or her paid leave, such as vacation time, before allowing an unpaid leave.

In addition, to qualify for leave, an employee would have to present medical certification of his or her need for the leave, such as proof that he or she was unable to work, required continuing medical treatment or needed to care for an ill

relative. The employer would recapture health insurance premiums paid during the leave if the employee did not return to work.

In Maine, 4 percent of employers and 39 percent of employees would be covered under the bill, which applies to companies with 50 or more employees.

To many Mainers, family and medical leave is not a new concept. The state already has a similar



Senator Bill Cohen

status requiring businesses with more than 25 workers to provide an employee with up to 10 weeks off over two years.

Americans nationwide have demonstrated strong support for family and medical leave legislation. A Gallup poll taken last year indicated that 81 percent of the population favors requiring businesses to grant medical and family leave.

To manage workers' leaves, many companies across the country already have developed effective strategies to accommodate both

employee and company needs. Employers often send work home to the employee, distribute it among other employees or hire temporary help. These companies believe that, in the long run, a leave policy helps them retain happier, more productive workers while encouraging company loyalty on the part of valuable, experienced employees.

Workers who face personal medical and family emergencies should not be faced with the loss of their jobs as well. A fair family and medical leave policy ensures that workers can remain productive members of their companies and the national work force while providing care to their families at critical times.

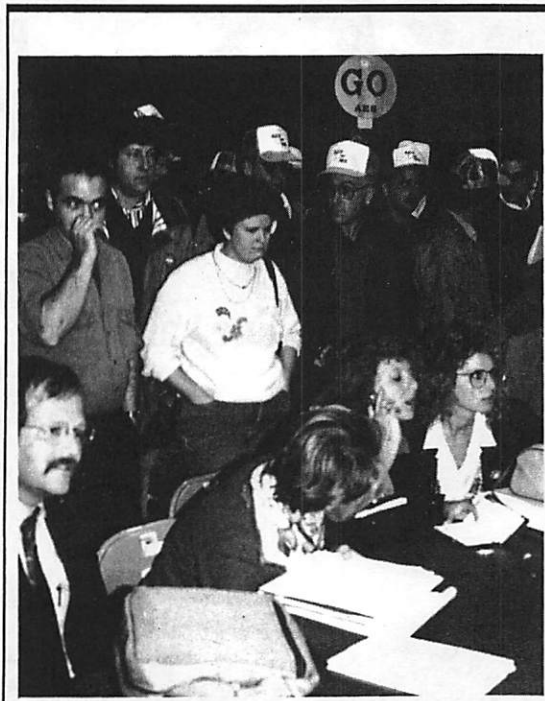
Congress Improves VA Life Insurance Programs

The eligibility period for applying for Service Disabled Veterans Insurance (RH) has been increased from one year to two years. The law also increases from one year to two years the period during which a mentally incompetent veteran from service-connected disability will be deemed to have applied for and granted gratuitous Service Connected Veterans Insurance (ARH). This extension applies to veterans who are rated service connected on or after September 1, 1991.

Gratuitous SDVI will also be paid in a lump sum. This provision is effective immediately for all new awards and, as soon as practicable for current awards. Paying off these installment awards in a lump sum will provide an additional financial benefit to the beneficiaries.

There will also be an open season of one year in which insureds with dividend deposit and/or credit accounts may use some or all of the money in those accounts to purchase paid up additional insurance (PUA). This is the first open season for purchasing PUA since 1972. The open season will start September 1, 1991 through August 31, 1992.

For more information, call toll-free Monday thru Friday 8:00 a.m. to 4:30 p.m. by dialing 1-800-827-0794. In the Augusta area dial 623-8000.



THANKS LABOR!!! AES FOR ME

As was evident throughout the entire Bucksport Planning Board hearing process, Maine Building Trades members worked closely with Bucksport residents in supporting the AES cogeneration plant. Pictured here, minutes before the final vote to grant AES its shoreland zoning permit, are l. to r. (Front) AES lawyers Michael Kaplan and Ginger Davis, AES Project Director Ann Murtlow; local representative Cheryl Marsh; (back) Bucksport resident Mike Roi; Maine Building Trades Council President David Savage; Shelley McCann; and IBEW Business Agent Woody Cote. Members from the carpenters, laborers, pipefitters, ironworkers and electricians locals join in the background.



YOUTH

continued from page 4

but something must be attempted. We hope to learn from this trial effort, and expand our efforts in the future. I would invite your input as we plan this program. Any thoughts regarding ways to excite young minds about citizenship and civic life would be appreciated. Please call or write my office if you would like to contribute to this project. Exercise your "Right and Responsibility to Vote" on Nov. 5th.



Ask Your U.S. Senator
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National Guard Participation Essential for Success

This article appeared in the *National Guard* magazine and was written by Lt. Gen. John B. Conaway.

Over the past decade, the National Guard has witnessed, perhaps the most significant era in its 354-year history. The Total Force Policy of the '70s came to fruition in the '80s, allowing the Guard to soar to new heights in terms of readiness and capability. And as we prepare our force for the uncertainties of the '90s and beyond, more than at any time in our history, the National Guard is a valued, respected, credible partner in national defense.

The commitment of the American people, as evidenced through the Total Force Policy, meant that the Guard would finally be given the chance to prove its utility as a viable, first-line reserve force. Once considered a "step-child", today's Guard is a full partner in defense, as was most recently evidenced through its participation in both Operation Desert Shield and Desert Storm.

A year ago last August, events in the Middle East required the rapid deployment of US forces to the Persian Gulf to counter escalating threats to global peace, security and stability. Operation Desert Shield called thousands of Army and Air



SFC James P. Rioux
Marketing NCO
Maine Army National Guard

Guard members to perform missions critical to the quick movement of personnel and equipment into the Central Command theater.

Within the first hours of Desert Shield, more than 10,000 National Guard volunteers were standing by ready to assist their active duty counterparts in a variety of support missions.

Of the thousands who freely came forward to do their part in those crucial early days of the operation, approximately 3,000 Guard members were actually employed, performing a variety of missions, which included aerial refueling, tactical and strategic airlift, logistics and communications support. Other types of support provided by National Guard

included mobile aerial port squadrons, medical transportation and linguist units.

On August 22, 1990, President Bush exercised his authority to formally call thousands of National Guard and Reserve members to federal active duty in response to the escalating crisis in the Middle East. In the first three months of this largest military deployment since Vietnam, several thousand Guard members were alerted or called to active duty to support ongoing operations in the Persian Gulf. The commitment and enthusiasm displayed by our soldiers and airmen has been truly remarkable. These men and women were unhesitating in their willingness to leave jobs, families and the security of their civilian lives in order to carry out their responsibilities as members of the US armed forces.

Operations Desert Shield and Desert Storm was, in many respects, the first real measurement of the credibility of the Total Force Policy. And to the extent it has been tested, the Total Force Policy has proven to be an outstanding success.

TREATING NON-VETERANS & CO-PAY ON PRESCRIPTION



Kenneth E. Begin
Department Service Officer
for the VFW

I have been asked to write an article about veterans for this edition of the Labor Record. Writing about Veterans is easy, but writing about veterans VA benefits as they used to be and how they have been reduced is indeed an ominous task. Therefore, I will only address two major concerns: (1) the VA to treat non-veterans and (2) the \$2.00 co-payment charge for VA non-service connected prescriptions.

Recently, the Secretary of Veterans Affairs in Washington, D.C. proposed to treat non-veterans with medical insurance at VA facilities in remote areas. It appears Congress has accepted that proposal despite the fact the VA is currently denying medical care to certain veterans who are eligible by virtue of their honorable discharge. It appears Congress has a convoluted way of looking at things regarding Veterans issues. Recently, the country experienced a renewed patriotism not seen in many years. Congress and states alike welcomed home the Desert Storm Troops with parades and celebrations. Yet, the DVA with Congress' consent has opted to allow the VA to treat non-veterans, but deny some veterans medical treatment.

The VA would argue to Congress and others the cost of medical treat-

ment for non-veterans would be off set by the insurance company. What happens when the coverage is no longer paid by the insurance company? Is the VA and Congress prepared to continue to treat non-veterans when his coverage is depleted or if his condition requires long term care? Better put, will the non-veteran receive continued treatment when his insurance runs out and/or will veterans be told once again to sacrifice?

On November 1, 1990, the VA was authorized to charge \$2.00 per prescription for each non-service connected VA prescription. On face value that is a reasonable fee. However, most veterans receiving prescriptions deduct dollar per dollar the total cost of their prescription on the VA's yearly income report. Not only is the veteran deducting the cost, but many times the veteran cannot afford the total cost per month and a waiver must be requested. If the veteran cannot pay the cost a veteran's financial status report must be completed and submitted to fiscal accounting or the VA will provide a nasty and repulsive letter pertaining to the veteran's monthly service charge of \$.91. And an 8% interest charge will follow if not paid.

In conclusion, the Department of Maine, VFW, requests all veterans to express their concerns to our Congressional people regarding the VA's proposal to treat non-veterans and the \$2.00 co-payment charge. To the veteran population in Maine your benefits and medical care should be treated just like a union contract and you're losing benefits without a fight. To the desert Storm Troops — welcome home. Now you must fight again to keep the benefits you fought for just like other veterans before you.

Veterans' Preference in Federal Employment

by Ronald W. Drach
National Employment Director

In the past, veterans had no place to go if they believed that veterans' preference rights — or other special considerations for veterans which are provided for in federal employ-

ment — had been violated. That will all soon change. In 1988, amendments to the law required the Veterans' Employment and Training Service (VETS) to accept

veterans' employment preference complaints against federal agencies and to investigate those complaints.

The VETS is expected to finalize instructions to its staff on how to handle those complaints in the next few months. The instructions will provide for Local Veterans' Employment Representatives (LVERs) and Directors for VETS (DVETS) to accept complaints from veterans who believe that a federal agency has failed to provide veterans' preference or other special considerations for veterans in filling positions, promotions or other employment activities. LVERs are assigned to state employment service agencies throughout the United States in every major city. DVETS are federal employees, one of which is assigned, with staff, to each state.

Because the process is new, and instructions in training have not been finalized, there may be some initial difficulty in the processing of a complaint. However, complaints through this system are now being accepted by VETS.



At this time, VETS cannot accept complaints against independent federal agencies such as the U.S. Postal Service and Tennessee Valley Authority. However, memorandums of understanding are being negotiated to allow complaints against these federal agencies in the future.

If you are having difficulty in getting a complaint filed, contact Associate National Employment Director Len Gilmer, who will direct you to the appropriate party to take your complaint. If you have filed a complaint, we would like a copy of the complaint and any follow-up correspondence from the agency. Please send this information to: Mr. Lennox E. Gilmer, Associate National Employment Director, Disabled American Veterans, 807 Maine Avenue, S.W., Washington, D.C. 20024, or Gary P. Burns, National Service Officer, Disabled American Veterans, VA Medical & Regional Office Center, P.O. Box 3151, Togus, ME 04330-3151.

A SALUTE TO



VETERANS' DAY

We salute the dedicated men and women of our armed forces. Their courage has served us honorably.

In the Finest Tradition of the Corps...

by Albert R. Brann, Commandant
Marine Corps League
F.J. Weeman Det. #369
P.O. Box 11031
Portland, ME 04104

Since its incorporation by an act of Congress in 1937, the Marine Corps League has been recognized as the organization for all Marines. The League perpetuates the more-than-200-year tradition and spirit of the U.S. Marine Corps, through the continuous association of all those who proudly wear (or have worn) the eagle, globe and anchor.

MCL programs that serve fellow Marines, and our nation, include:

— Veterans Administration Voluntary Service - assisting



Marines in VA hospitals and nursing homes.

— Service and Rehabilitation Program - helping Marines obtain VA and service-connected benefits; assisting handicapped Marines with their rehabilitation.

— Young Marines - citizenship and leadership training for our young people.

The League also helps focus national attention on important events and ideals that need to be

continued on page 8



Carpenter's Local 320

Russell A. Clement, Bus. Agent

The leaves are falling - work is failing - the economy is terrible - banks are failing - taxes are rising. The total country is falling behind. We need to dump all politicians who are not in sympathy with the working people. The only job in sight of any substance is our Maine Yankee shut down. The Local annual Christmas party and pine ceremony will be held on December 6, 1991 at 6:00 p.m. at the Winslow VFW. Don't forget to vote in November. Also, we will be forming a political action group at our next meeting. Local 320 will be sending 4 delegates to the AFL-CIO Convention at the Samoset Resort. Let's all work together and try to turn this work situation around. Be Union - Buy Union - Keep American Work in America.

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Carpenter's Local 621

D. Bruce King, Bus. Rep.



The officers and members of Local 621 would like to thank the other Trades Agents and their members and officials of the AFL-CIO for the support at Bucksport on the proposed A.E.S. project. We did a good job showing the planning board members that there were area residents that wanted this plant built. This should be the most difficult part of the process to overcome. Nevertheless, we are staying in close contact with the A.E.S. Co. personnel to be sure that we are doing everything that we can to insure the expeditious continuation of proper procedure. By keeping our guard up we will soon avoid surprises and insure that the construction of this plant will start as soon

as possible.

Bowater's acquisition of the major part of G-P's interest in the Millinocket and East Millinocket plants is good news to everyone. G-P has shown that they are unwilling to work with any of us, where Bowater has an acceptable track record with union organizations. At least now we have a starting point, where before, we had nothing. This will be another combined project that needs our complete attention. Let us all work together to bring this project to a favorable conclusion. Just a few more victories will put us all back into the black again and insure the future of all of our unions.

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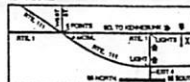
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VFW Scholarship Contest Entries Are Due Nov. 15

High school students interested in entering the Venteras of Foreign Wars "Voice of Democracy" scholarship contest must have their entries in by Nov. 15.

The program is a national competition in which 10th through 12th grade students write and then tape-record a three- to five-minute broadcast scripts expressing their views on freedom and democracy.

For more information students may contact their area VFW post or the state headquarters at 797-5234.

MARINES continued from page 7

remembered, including Marine Corps birthday - with special memorials, displays and ceremonies on appropriate occasions.

Everything the League does is designed to serve our nation and our fellow Marines. Become a part of all this - strengthen your own Marine ties - by joining thousands of your fellow Marines, including many in your community, who are members of the Marine Corps League.

For further information in regard to membership, please contact me at the above address. Semper Fidelis.

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HIP & LEG PAIN



day. Postmen; police officers; office, store, and factory employees; housewives; and students are but a few. The value of these important limbs functioning properly and pain-free is even more pronounced for such people.

And what makes these legs function? Impulses, directed from the brain via nerves!

Painful Hip and Leg Problems

Hip and leg problems can occur in many painful ways. The miseries of such conditions as lumbago, rheumatism, neuritis, and sciatica are infamous, indeed.

Lumbago and rheumatism both have their effect in the muscles. The hips and lower back (part of the hips) are particularly susceptible to these ailments. Irritation to the nerves which carry vital nerve energy to the hips and legs is the main cause of neuritis. Sciatica is a condition affecting the sciatic nerve, the largest nerve in the body, which controls movement as well as the sensory functions of the hips and legs. Sciatica is an excruciatingly painful condition.

Your Pain May Start with Common Activities

It should come as no surprise that pain so often strikes in the hip and leg areas when you consider the myriad tasks that these body parts are called upon to perform. Lifting, pulling, pushing, straining, accidents, etc., can cause injury to nerves resulting in pain in the hips and legs.

Most of us have experienced some degrees of hip and leg discomfort due to being forced to sit in a cramped position for a prolonged period of time, perhaps during a long auto or bus trip. This discomfort — if not outright pain — is usually short-lived. But can you imagine having to endure this — or worse — as a constant pain? Many thousand of people do, usually as a result of one or more of the above-mentioned situations.

A fast pace and long working hours — even mental exhaustion — can result in spinal stress which may irritate nerves. This can produce an almost unbearable pain in the hips, thighs, and lower legs. And severe irritation due to misaligned vertebrae and discs may even cause paralysis.

No wonder thousands of people take tons of dangerous pain-killing drugs each year!

How Chiropractic Can Help

The Doctor of Chiropractic is concerned with the effects of spinal misalignment on the nerves that

carry health-giving energy to every cell of the body. If vertebrae and the discs between them are subluxed (misaligned) they can pinch and irritate the nerves that branch out from the spinal structures; then some part of the body will be in trouble.

In specific problems with hips and legs, the nerve pressure is often found in the lower back, though it might be found anywhere in the spine, even as high as the first vertebrae in the neck!

Chiropractic Helps Nature in Relieving and Health Hip and Leg Pain

Today's chiropractor has had at least six years of specialized college training plus valuable practical experience. A thorough knowledge of the spinal column and the body's nervous system enables the chiropractor to examine and locate the exact point of nerve impingement. Proper adjustments can relieve the nerve pressure and return the normal flow of nerve energy to the affected areas. Thus, nature's wondrous healing process can begin and blessed relief from hip and leg pain follows.

Delay May Make Hip and Leg Pain Become Worse

If you suffer from lumbago, rheumatism, neuritis, sciatica, or any other hip or leg problems, ask your chiropractor to examine your spine and nervous system. If indicated, the chiropractor will provide spinal adjustments which can restore vital nerve energy to those affected parts. Once the nerve interference has been removed and normal flow of nerve energy has been restored, nature can go to work and promote healing from within.

Yes, chiropractic can help nature relieve and heal ailments that cause hip and leg pain. But remember, delay makes any condition worse. So seek a chiropractic examination immediately to see if yours is a condition which comes within the range of chiropractic science, one that may have been overlooked for too many months — or perhaps years!

Don't Suffer Needlessly Another Day. Consult Your Doctor of Chiropractic Today!

*Published solely in the interest of
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"This information is published as
educational in nature and is not
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1991 Patriots Schedule

Oct. 27, DENVER	1:00
Nov. 3 at Buffalo	1:00
Nov. 10 at Miami	8:00
Nov. 17, NEW YORK JETS ..	1:00
Nov. 24, BUFFALO	1:00
Dec. 1 at Denver	2:00
Dec. 8 INDIANAPOLIS	1:00
Dec. 15 at New York Jets ..	1:00
Dec. 22 at Cincinnati	1:00

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Planning for Your Retirement: How to Handle a Lump-Sum Distribution

Most likely, you are eagerly awaiting the day when you can retire and receive your hard-earned pension. However, you may be in for a few surprises. While the pension that you're anticipating is probably one of the largest single payments of your career, how you elect to handle this "lump sum" can have a significant effect on your long-term security and lifestyle.

By definition, a "lump-sum distribution" occurs when you receive, in one tax year, accumulated funds from a qualified retirement plan. Current pension laws require that you have participated in the plan for at least five years, and have reached the age of 59½, or have become permanently disabled.

Upon retiring, you may elect to receive your entire distribution in one year. However, if you do not roll your funds over into an Individual Retirement Account (IRA), you could be taxed on your accumulated pre-tax contributions, any employers' contributions, plus all accrued interest. You may also be subject to a 10% excise tax.

The decision you need to make is this: should you take the money today, and be liable for the taxes, or transfer the funds into a rollover IRA? The solution may seem obvious — rollover the funds and pay the taxes at a later date when you need the money and your tax bracket is, most likely, lower. However, there are a few interesting twists that may make it worth your while to pay the income tax today at a more favorable rate.

Under rules set by the 1986 Tax Reform Act, a Five-Year Averaging provision allows those who are at least 59½ to pay the tax on their lump-sum distribution as though it had been received over a five-year period, rather than all at once. The tax is calculated apart from any other income you receive, based on the current tax rates.

Ten-Year Averaging is also available to those who reached the age of 50 by January 1, 1986. Ten-year averaging is similar to the five-year method, except that the tax is calculated at 1986 rates. Your tax advisor can help you determine which method — five-year or ten-year averaging — is more beneficial for you.

Additionally, Long-Term Capital Gains treatment is available for any distribution containing contributions made to a qualified retirement plan before 1974. If you were age 50 by January 1, 1986, your distribution is eligible for this treatment, in which pre-1974 contributions are taxed at a flat 20% capital gains rate.

Please note that after-tax contributions to a qualified plan are not eligible for a rollover, and IRA withdrawals are required after you reach age 70½.

In conclusion, it's pertinent that you examine each of the aforementioned alternatives prior to receiving a lump-sum distribution. If you need access to some or all of your pension, the one-time tax advantages of averaging may make sense for you. On the other hand, if you do not need the immediate income, you can establish a rollover IRA and defer all taxes on the funds until you choose to withdraw them at a future date. Keep in mind, however, that a rollover IRA has the added benefit of tax-deferred compounded growth, which can yield even greater income than if the funds were in a taxable investment vehicle.

NOTE: Prudential Securities Incorporated or its officers and employees do not give tax advice. Counsel from a CPA or tax attorney should be sought and followed.

For more information contact Frederic Williams at his address shown above. He is solely responsible for the content of this article.



Laborers L.U. 12 Robert L. Wadsworth B.M.

Foremost for every member is responsibly to register and vote on November 5th! The main issue needing your support is the Highway Referendum — Vote "Yes" on Question 1. Your local and district council has unanimously endorsed the "yes" vote.

Brother John Griffin and I attended the International Convention held Sept. 9-13 in Las Vegas along with more than 2,100 delegates from across the U.S. and Canada. The theme of the twentieth convention was "Timeless Traditions — New Realities," which set climate for active participation in workshops and election of the General Executive Board. A heavy focus was on "Training and Organizing." Congratulations to all the winning candidates.

All the trades have felt the impact of the recession and in the short run the employment situation is not very bright but two possibilities are looking better. Maine Yankee is shaping up for a February 15 refueling shutdown and later in 1992 is the possible construction of a \$50 million recycling plant in Windham to be built and operated by Stone and Webster.

In closing: Remember to "Vote" YES on Question 1 on Nov. 5th.

Remember to attend your Local's regular meeting on Nov. 10-8 a.m.

Remember your fellow veterans on Nov. 11th.

Remember to give thanks on Thanksgiving day on Nov. 28th.

ACTWU UPDATE

Michael Cavanaugh

Fight for Universal Health Care Goes On

The Maine AFL-CIO Committee on Health Care will continue its efforts to advance the cause of Universal Health Care, at the upcoming State AFL-CIO convention, and through effort with the special Legislative Committee.

ACTWU members, and others, will discuss the continuing crisis in health insurance at the upcoming convention, and redouble our efforts to hold politicians accountable for addressing the need for universal health care across Maine and the nation.

ACTWU Members on Strike

120 sisters and brothers in ACTWU locals in neighboring New Hampshire are on strike against Manchester Knitted Fashions, over the Company's demands for wage and benefit cuts. The Company is recruiting "permanent replacement scabs" to steal our members jobs. Presidential candidate Tom Harkin joined 40 strikers on the line in the small town of Whitefield, N.H., and won the endorsement of ACTWU Local 2427, as the first local union endorsement in the country. Harkin pledged an invitation to all 40 strikers to join him at the White House upon his election.

John Roberts / Act II Inc Lives!!!

6 months after our local union in Biddeford was supposed to have been dead and buried because of a scheduled plant closing, the 170 ACTWU members at John Roberts Clothing in Biddeford are busy making men's and women's suits and jackets for their own employee-owned company. While economic conditions are still quite difficult, the union workers in Biddeford are working hard to make their experiment a successful one. AFL-CIO Union members can still get a 10% discount on clothing at the Factory Outlet Store.

Buy Union...

See their ad on page 8

U.A. Local 783 Plumbers & Pipefitters



CHARLES E. HURLEY

Business Manager Dick Williams says that these are the worst of times. The economy is bad all over the country. History of the U.A. reveals that we have been through lean times before. Good membership and strong leadership always did carry us through.

The next meetings of Local 783 — November 1, 1991-December 6, 1991.



1991 REFERENDUM ELECTION

November 5, 1991

Question: Initiative Question

#1. "Do you favor the changes in Maine law concerning deauthorizing the widening of the Maine turnpike and establishing transportation policy proposed by citizen petition?"

Question: Bond Issue

* 2. "Do you favor a \$5,500,000 bond issue for construction, purchasing and renovation of correctional facilities?"

3. "Do you favor a \$16,500,000 bond issue to help municipalities and water districts with the costs of capital construction to protect public water supplies and to provide funds for the constructions of water pollution control facilities?"

4. "Do you favor a \$7,500,000 bond issue for use in providing financing assistance to Maine's natural resource and other industries for job retention and job creation?"

5. "Do you favor a \$5,000,000 bond issue for the purchase of outstanding recreational and scenic lands, wildlife habitat conservation and increasing public access for Maine's people?"

6. "Do you favor a \$10,000,000 bond issue to fund grants and loans to municipalities and regional associations for purchasing recycling equipment and facilities and for cleaning up and closing solid waste landfills that pose a hazard to public health and to ground water quality?"

7. "Do you favor a \$5,000,000 bond issue for major renovations and improvements at state parks and for the preservation of historic buildings open to the public?"

8. "Do you favor a \$29,700,000 bond issue for improvements to highways, state and local bridges, airports, state ferry vessels and harbors, which makes the State eligible for up to \$103,000,000 in matching federal funds?"

Question: Constitutional Resolution

* 9. "Shall the Constitution of Maine be amended to provide that funds appropriated to the Maine State Retirement System become assets of the system and may not be diverted to another purpose?"

#Endorsed by Me. Building Trades Council

*Endorsed by ME AFL-CIO



"Read My Lips" has often been mentioned during the many public debates conducted by representatives of the two opposing groups on the Transportation Referendum (widening of the Maine Turnpike Initiative) Question #1. Shown above are (L-R) Alan Caron, Campaign for Sensible Transportation (Vote YES) and Barbara Tranfion, Vote No On No. 1 Campaign.

OneVoteCounts

Don't Let the Highway Lobby Fool You

What They Say:

The Turnpike must be widened for safety reasons. **false**

The Turnpike must be widened because of congestion. **false**

Vote against the referendum will cost Maine jobs. **false**

The \$100 million can't be used for other roads **false**

Turnpike traffic will increase 5-6% per year. **false**

The 1989 toll increase will pay for the widening. **improbable**

The project is a \$40-million widening and a \$60 million safety improvement. **misleading**

The Referendum will "cost Maine taxpayers millions of dollars." **false**

The Referendum will "delay or stop" all highway improvements. **false**

The Referendum will "increase the risk of serious accidents." **false**

The Referendum will prevent highway brush cutting, mandate carpoools, force DOT to substitute hydrofoils for bridges. **ridiculous**

The Referendum will create more bureaucracy and red tape. **false**

The Facts:

Police records say the Turnpike is one of Maine's safest roads.

Turnpike statistics reveal only 17 congested hours in 1990.

Spending \$100 million on more needed roads & bridge project statewide will create a many or more jobs, say six Maine economists.

\$8.7 million of Turnpike revenues are already used on state roads each year.

In 1989 and 1990, Turnpike traffic increased only 1-2%. So far, 1991 is showing a decrease in traffic.

Turnpike traffic has increased only one-third as much as they projected, so higher tolls will likely be needed.

They told the legislature and the BEP it was a \$100 million widening. Now they say that 30 new, wider bridges aren't part of the widening.

The Referendum requires view of cheaper transportation alternatives, which will save millions of dollars.

The Referendum ensures Maine considers lower cost, cleaner or less disruptive options before building new or wider roads. The policy will have no effect on regular repair, maintenance or safety improvements.

The Turnpike is one of Maine's safest roads. The Referendum will divert the \$100 million to urgent safety improvements statewide.

It only request that reasonable alternatives are evaluated before building new or wider roads.

Projects will be expedited by a policy that ensures public involvement.

Prepared by Campaign for Sensible Transportation

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Congratulations 100th Anniversary State Federated Labor Council Maine AFL-CIO

18th BI-ANNUAL CONVENTION

November 13, 14, 15 1991

Samoset Resort Preliminary Agenda

Tuesday, November 12, 1991
Executive Board Meeting
Registration

1:30 p.m.
6:00-9:00 p.m.

Wednesday, November 13, 1991

8:00-10:00 a.m.
10:00-12:00

Registration
Convention Convenes
— Invocation
— 100th Anniversary Presentation
— Appointment of Committees - Referral of Resolutions & Constitutional Amendments
— President's Address
Convention Luncheon
— Presentation of Awards
Edie Beaulieu
James Mayo
Community Services
George Meany
— Maine Humorist-Gary Crocker
Convention Business
— Preliminary Reports of Committees
— Cliff Rosen - Universal Health Care
— Marilyn Canavan, Director, Commission on Government Ethics and Election Practices
Labor Film Festival
Meeting with Pat McGowan

12:15-2:30

2:30-4:30 p.m.

7:30-9:30 p.m.

Thursday, November 14, 1991

9:00 a.m.-12:00

Convention Business
— Reports of Committees
— U.S. Senator Thomas Harkin
— Health Issues Video
— Michael Noonan, Regional COPE Director
Luncheon
Convention Business
— Recommendations of Strategic Planning Committee
— Workshops
(1) Health Care Issues Action Plan
(2) Political Action
(3) Changing Nature of American Jobs and Job Training
— Nomination of Officers and Executive Board Members
Candidates' Forum
Tom Juravich Concert

12:15-1:15 p.m.
1:15-4:30 p.m.

7:30-9:30 p.m.

Friday, November 15, 1991

8:45 a.m.

— U.S. Representative Thomas Andrews
— Election of Officers and Executive Board Members
— Election Results and Meeting of New Executive Board

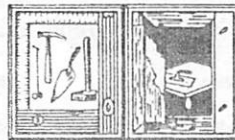
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There's Good News continued from page 1

A frequent comment heard is, "it can't get much worse so maybe new ownership will be a positive step in the right direction."

In Bucksport the final vote on Oct. 17th. by the town Planning Board (4-3) approved the permit application submitted by Applied

Energy Service (AES) of Arlington, VA to construct a 180-megawatt coal-fired co-generation power plant at Harriman's Cove. The company plans to spend \$309 million on a plant that would use a fluidized bed coal-burning system to minimize air emissions. Electricity generated by AES would be sold to NEPOOL, A six-state power grid network. The company has already incorporated a project agreement with the Maine Building & Construction Trades Council, AFL-CIO to do the construction of the plant with an all union labor workforce. (See AES story on page 1). Now AES has to get the necessary State and Federal permits prior to final approval for breaking ground.

In Southern Maine (Windham)

Stone and Webster Engineering Corp. of Boston, MA is in the beginning stage of submitting an application for a permit to construct a \$50 million facility to recycle 250 tons per day of high-grade wastepaper into virgin pulp substitute. If all town and state permits are approved as projected and the financing is secured, the groundbreaking could begin fall-1992. In verbal discussion with Building & Construction Trades Council, S&W corp. has indicated it plans to use organized labor union trades to construct this facility like it did when the company built Maine Yankee.

The current recession has seriously affected the construction industry in Maine so the prospects of a billion dollars in major industrial development on the horizon gives the Labor Trades Unions reason to begin thinking positively again about the future.

To the Editor:

Bowater's prospective acquisition of 80% of Georgia Pacific's holdings in Maine is good news at a time when we really could use some. Bowater, a company with a progressive environmental and business record, says it's going to pay \$300 million for the mills and land holdings, and hopes to invest another \$600 million in the Millinocket area mills by 1997.

So despite Governor McKernan's repeated speeches and columns about how our workers compensation system has made Maine a terrible place to do business (Thanks Governor, we really need the plug) a well respected company with a good track record is making a major investment here.

Bowater's Chairman and C.E.O., A.P. Gammie, released a statement saying, "With their Northern fiber timberlands, hydroelectric power, and highly skilled work force, we believe there is a very good fit to be obtained between the Millinocket mills and our mills in Eastern Canada and the United States."

So despite McKernan's and the Republican Party's best efforts to portray Maine's workers as a bunch of cheats and frauds, Maine workers once again have reason to be proud of themselves. Bowater's move here is an important "economic development" that is being accomplished despite Republican self defeating doomsday talk about Maine's workers and workers' compensation law.

Sincerely,
Carl Trask
Kenduskeag, Maine
884-7811



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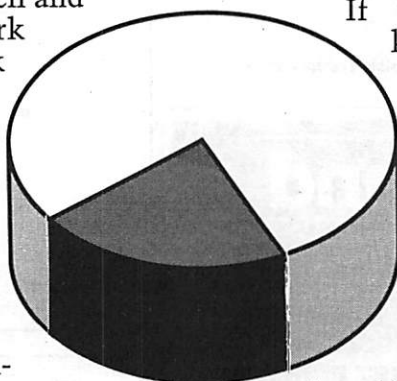
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THE REFERENDUM

The proposed law, which contains three major sections, would:

Deauthorize the turnpike widening from Exit 1 to 6A and require future plans to comply with transportation policy.

Transfer surplus money collected by the Maine Turnpike Authority to the Department of Transportation, which could use the funds for statewide road and bridge projects.

Establish a statewide transportation policy so that planning, spending and project decisions minimize public health and environmental impacts; require evaluation of alternatives to new or improved highways and give preference to no-build options, such as managing traffic or public transit; repair and improve roads and bridges statewide. Also, promote energy efficiency and discourage reliance on foreign oil; ensure a network that meets the needs of rural and urban residents, the elderly and disabled; take into account land-use planning decisions; and create a process for towns and residents to be more involved in planning and decisions.